

# ● PRINTER RUSH ●

(PTO ASSISTANCE)

FFW

Application : <u>10/813/06</u>	Examiner : <u>VO</u>	GAU : <u>3747</u>
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DOC CODE	DOC DATE	MISCELLANEOUS
<input type="checkbox"/> 1449	_____	<input type="checkbox"/> Continuing Data
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[RUSH] MESSAGE: On page 15 line 4 has  
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outlet temperature estimate to an compressor outlet temperature input (COT) of the emission manager 56. Details relating to one such turbocharger compressor outlet temperature estimation strategy that is suitable for use with the present invention is described in co-pending U.S. Application Ser. No. 09/774959, entitled SYSTEM FOR ESTIMATING TURBOCHARGER COMPRESSOR OUTLET TEMPERATURE, which is assigned to the assignee of the present invention, and the disclosure of which is incorporated herein by reference. Alternatively, as shown in phantom in FIG. 1, system 10 may include a temperature sensor 104 of known construction disposed in fluid communication with the outlet of the turbocharger compressor 18 and electrically connected to the COT input of the emission manager 56 via signal path 106. In this embodiment, the compressor outlet temperature sensor 104 is operable to provide a signal directly to the emission manager 56 that is indicative of the temperature of the outlet of the turbocharger compressor 18.

System 10 further includes an intake manifold temperature sensor 108 of known construction disposed in fluid communication with the intake manifold 14 and electrically connected to an intake manifold temperature (IMT) input of the emission manager 56 via signal path 110. In this embodiment, the intake manifold temperature sensor 108 is operable to provide a signal directly to the emission manager 56 that is indicative of the temperature of the intake manifold 14. Alternatively, engine controller 54 may include a known virtual intake manifold temperature sensor implemented as a software algorithm operable to estimate the temperature of the intake manifold 14 based on other engine/vehicle operating conditions, and to provide this intake manifold temperature estimate to the IMT input of the emission manager 56.

Engine controller 54 is further operable to generate, determine or estimate internally thereto a number of control values that are indicative of certain engine operating conditions, and to provide such control values as inputs to the emission manager 56. For example, engine controller 54 is operable to determine a charge flow value (CF) indicative of a measure of charge flow into the intake manifold 14 of engine 12, wherein one embodiment of a charge flow estimation strategy suitable for use with the present invention will be described hereinafter with respect to FIG. 5. Engine